MARYLAND TAMS JOURNAL

OFFICIAL PUBLICATION OF THE MARYLAND TOKEN AND MEDAL SOCIETY, INC.

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Will Mumford - Editor
987 Sherwood Forest Road
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NEXT MEETING: SAT. MARCH 20 11:00A.M.
Suburban Baltimore/Washington Coin Show
Baltimore Convention Center

AND AFTER THAT: May, 12 Noon
Aberdeen Room Archives & Museum
58 North Parke St., Aberdeen, Maryland

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MANUSCRIPTS

Manuscripts should be addressed to the Editor. Opinions expressed by the authors are their own and do not necessarily reflect those of MD TAMS, its Editor or its Officers. MD TAMS JOURNAL reserves the right to edit or reject any copy.

SOCIETY BUSINESS

Correspondence pertaining to the business affairs of MD TAMS, including membership, change of address, etc., should be addressed to Secretary, P. O. Box 3273, Baltimore, MD 21208-0273.

THE MARYLAND TAMS JOURNAL is produced by the Maryland Token and Medal Society to help stimulate and maintain interest in the collecting of medals, tokens and other related exonumia from the State of Maryland and other areas. It is strictly a non-profit organization. The Journal is published quarterly: *Spring, Summer, Fall and Winter.*

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See Classified Ad section for this information.

DEADLINES:

ISSUE	DEADLINE	ISSUE DATE
Spring	February 15th	March 21st
Summer	May 15th	June 21st
Fall	August 15th	September 21st
Winter	November 15th	December 21st

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Your favorite token...
An interesting find...
The merchant who issued a token...
A new (or old) token...
An interesting experience...

SEE PAGE 4 FOR A COMPLETE 1999 MEETING SCHEDULE...

Read about MD TAMS New Projects for our 25th Birthday in the President's Preamble.

Thanks to members Jim Shipley and Wally Stone for their contributions to your Journal.

Bill Miller is selling his collection...may be your opportunity to get some tough ones.

PRESIDENT'S PREAMBLE

As I mentioned to you in my last letter, the Maryland Token and Medal Society has some rapidly unfolding plans for several projects that are about to begin in conjunction with preparation for our 25th Anniversary year in 2004. We are planning two separate but very related projects that deal with documenting and organizing data concerning Maryland tokens, medals and exonumia. The first project, for which we have established a committee, is to review the first 20 years of Maryland TAMS Journals with a view toward selecting previously published material and organizing it by subject to be used as a compendium of the first 20 years of Maryland TAMS efforts in various areas of collecting. This should make a very useful reference for our members as well as other collectors.

The second related project that we have begun is an effort to document some Maryland related collecting topics that have heretofore not been the subject of any or much documentation in the Maryland TAMS Journal. A list of potential topics has been prepared and a second committee will be formed shortly for this project. It is expected that several of us will be on both project committees to ensure cross-fertilization. This will allow us to keep the two projects from duplicating efforts. The second project will produce as many as twenty-four new references on Maryland Token, Medal, and Exonumia areas over the next four years. As each is produced, we will distribute same to our members with a few to spare for some national organizations and a few to sell. These new references are planned to be draft documents for which anyone can provide input on items that may have been omitted. When all the references are circulated as individual drafts, we will publish them as Volume I of a new Maryland TAMS Reference document in conjunction with our 25th Anniversary.

The second project will cover topics such as: Maryland Municipal Trade Tokens; Maryland Coal & Lumber Tokens; Maryland Civil War Tokens; an update of the Bonnie Blink Masonic Tokens; etc. Few topics are firm at this point but you should be able to see what we intend to do. I will be calling on many of you to participate in these projects. I have volunteers for several of the new references but I will need many more. Help will be required with data entry, proofing, and publishing these new documentation efforts. Almost all of us are in the Maryland Token & Medal Society due to our hobby interests, and what the hobby needs is better references and organized documentation to facilitate collecting and attribution. To paraphrase a famous politician - Ask not what your hobby can do for you but what you can do for your hobby. These projects will not be easy but I do believe they will be rewarding not only for us but for future hobbyists.

Ed Craig
President, MD TAMS

MARYLAND TOKEN & MEDAL SOCIETY
1999 MEETING SCHEDULE

20 MARCH - SUBURBAN WASH/BALT. SHOW
(SAT) 11AM - 1PM ROOM TBD
BALTIMORE CONVENTION CENTER

1 MAY - ABERDEEN ROOM ARCHIVES & MUSEUM
(SAT) NOON - 2PM
58 NORTH PARKE ST.
ABERDEEN, MARYLAND
****** SEE BELOW FOR INFO ******

12 JUNE - MSNA CONVENTION/ARCE
(SAT) 11AM - 1PM ROOM TBD
BALTIMORE CONVENTION CENTER
****** ANNUAL MEETING ******

11 SEPT - ANNUAL SWAP MEET/GRACE UNITED
METHODIST CHURCH (SAT) 11AM - 3PM
CHARLES ST. & NORTHERN PARKWAY

10 OCT - BANC COIN SHOW/HOLIDAY INN
(SUN) 11AM - 1PM ROOM 219
CROMWELL BRIDGE, RD. TOWSON, MD.

13 NOV - SUBURBAN WASH/BALT. SHOW
(SAT) 11AM - 1PM ROOM TBD
BALTIMORE CONVENTION CENTER

****

ABERDEEN MEETING (1 MAY 99) INFORMATION

DIRECTIONS FROM BALTIMORE: Take Interstate 95 to Exit 85, avoid first right turn, and enter Route 22. Continue to Fourth traffic light, make right turn, and bear left as you approach Michaels Food Rite grocery store and parking lot (on left). Continue on Parke St. approximately 1 1/2 blocks to the Aberdeen Room Museum (a brick building) on the right. **Admission is free.** The meeting starts at **noon.** There will be a short business meeting followed by a presentation by the Museum talking about local canning history. This will be followed by the auction. If you have any local collectibles, please bring them for "show & tell". There is much to do in the area - make a day of it - detailed info will be available at our March meeting. Thanks to Bernie Bodt for arranging our visit.

****

New York Confectionery of Frederick, MD.

An auction house in Frederick had the above unlisted aluminum token in a coin collection sold on February seventeenth. A review of some Dunn and Bradstreets plus Frederick City directories showed MILTON CHRISTIS arrived in Frederick ca. 1916 (was not in the 1915 directory) and operated the New York Confectionery located at 11 West Patrick Street. The intersection of Market and Patrick Street is known locally as "The Square Corner," hence the New York Confectionery had an excellent central location in Frederick. The cemetery directory for Frederick and Frederick County lists a birth year of 1887 and year of death as 1946 for Mr. Christis.

Milton Christis was a complete mystery to me as I'd never encountered the name while growing up in Frederick. A visit with Mr. Frank Griffin, my boyhood Sunday school teacher soon to be 94 provided some background one can't find in directories.

Seems that Milton Christis lived in an apartment over his shop, was married but no children, came from Greece, spoke with an accented gruff voice in a curt manner and was a very tall man with a dark complexion. Business must have been good as Mr. Griffin advised that he owned the building at 11 West Patrick Street.

The last Frederick City Directory listing the Confectionery is 1932. The next directory dated 1935 lists Milton Christis as a candy maker for the Hershberger's Bakery which was located on North Market Street and issued bread tokens. This indicates that Mr. Christis' confectionery went under during the great depression.

Mr. Griffin advised that he preferred candy from DUTROWS located at 29 North Market Street which also issued tokens. He reflected that Mr. Herwig who was the candymaker at DUTROWS was the best and helped the Dutrows have a big house on Clarke Place in Frederick.

The appearance of this token and its background implies a lot of competition amongst the many confectioneries for business during the 1920's Frederick. In the late 1930's my own pennies went to a candy store adjacent to North Market Street School (now a senior center). I can remember the store had a punch board which when you hit paid off with a big piece of candy and one's day was made. If you lost there was still a small mint.

In reflection there were a number of prosperous dentists in Frederick. Their pre 1940 needles seemed a lot larger than those now in use.

Jim Shipley C 40

Token Potpourri. . . . . .

An Opinion Poll & Challenge

By Millard W. Hajek

What do you consider to be the **most rarest** Maryland Merchant Token? And, along similar lines, what is **your favorite** Maryland Merchant Token?

The cold snap and ice storms we recently experienced gave me the opportunity to stay indoors and catch up on my token collection. While browsing through our Maryland Merchant Tokens book, I started to wonder what collectors consider as the most rarest Maryland Merchant Token and what is my favorite Maryland Merchant Token.

Before I started to compile a short list of candidates in my search, I started to set up some ground rules and reasons to consider.

- Since we are talking about merchant tokens, I immediately eliminated transportation tokens, elongateds, and encased coins.
- Rarity and price go hand in hand, so a good place to start was to look at all the tokens with values listed as "O", "M", or "N".
- To help make a decision, I need to rely on my "collecting savy." That simply boils down to my personal experience on the numbers of an individual token that I know about to help assess it's rarity.
- I also realize that subjectivity and personal preference comes into play on anyone's selection.

After scanning those tokens in the book that fit into the values listed as "O', "M" and "N", I made the decision to narrow down the search by eliminating some broad areas. For example, I decided to eliminate "counter-struck" or "counter-stamped" tokens and those counter-stamped on United States coins. since many are unique or very rare due to the quantity made. Then I looked at another group, shell cards. These tokens, by nature of their construction, are very fragile and consequently very scarce. This is just a personal choice here and I'm sure many of you might disagree on dropping out shell cards from my selection.

Well, after all that, here's my short list:

S60-C85a & C86 John L. Chapman
S60-C170 James Cole
S60-G15-5b & G15-10b Chas. W. Geekie
S60- K165 Francis X. Koehler
S60-K195 A Krebs
S60- M230-5 & M230-25 Mount Vernon Club
S60- O25 Ph. Odenwald
S60- S180 Shakespeare Club
S60- S310 Spencer, Auger & Co.
S60- S345 Chas. Stevens
S60- W105 Wm. E. Woodall

All of these tokens have a common thread in that they are some of the earliest tokens that were issued. They also are historically significant in the early years of Baltimore City with a large group being from the Civil war era.

This group happens to have my selection for the **rarest token** as well as my **favorite token**. And again, my personal collecting interests have come into play. My pick for the **rarest token** is the store card issued by **Francis X. Koehler** and my **favorite token** is the **Chas. W. Geekie** store card.

Francis X. Koehler along with J. W. F. Dorman were two of the most prolific die sinkers that issued their own store cards and struck tokens for merchants and organizations in the Baltimore area.. I have a Geekie store card in my collection that was in a fire and although it is somewhat burned, it has a beautiful coloring. If it could tell it's own story, I sure it would relate how it survived the Great Baltimore Fire of February, 1904 and found its rightful home in my collection!

So, here's my challenge to you. What is your selection for the **most rarest** Maryland Merchant Token and what is **your favorite** Maryland merchant Token? Let's hear from you!

My selections are illustrated below.

FRANCIS X. KOEHLER / ENGRAVER / & / DIE-SINKER / BALTIMORE

(Liberty head facing left; 13 stars around) / F.X. KOEHLER (In tiny letters below neck)

Brass 27mm

CHAS. W. GEEKIE / 5 / NO. 123 / BALTIMORE ST

LADIES BLUSH / (Anchor in center with decanter on each side)

White Metal 23mm (Miller 57)

OYSTERS ANYBODY?

by John K. Evans
Professor of History
University of Minnesota

(Editor's Note...The following article was submitted to the Civil War Token Society Journal for publication and permission was granted to publish the article in the MD TAMS Journal as well. As oysters are dear to the hearts of Marylanders we thank Professor Evans for allowing us to print his well researched article. Because of the length of the article it will run consecutively in several issues. **This is Part II continued from the Winter issue.)**

But how did C. virginica penetrate the continent's vast interior, to be offered buffet-style in the 1850's at the home of an ambitious ex-congressman in Springfield, Illinois who dreamt of higher office? Abraham Lincoln wooed supporters with literal mountains of oysters, served raw and cooked in every style imaginable, as he patiently built the political base that would eventually win him a Republican presidential nomination. And during the darkest days of "Mr. Lincoln's War," how did a saloon-

NY630CI

MA115B-3

MA115B-4

5 Cent Note, R.R.Higgins Oyster House, Boston

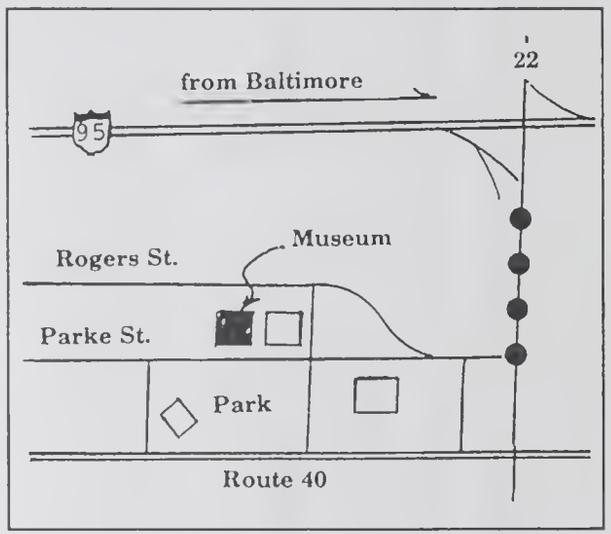
DIRECTIONS TO THE ABERDEEN ROOM

FROM BALTIMORE

Via Interstate 95, take exit 85, avoid first right turn, and enter Route 22. Continue to 4th traffic light, make right turn, and bear left as you approach Michaels Food Rite grocery store and parking lot (on left). Continue on Parke Street approximately 1½ blocks to the Aberdeen Room Museum (a brick building) on the right.

FROM PHILADELPHIA

Take the Aberdeen exit which enters Route 22. Turn left and proceed as above.



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keeper such as John Heymann of Watertown, Wisconsin lay in fresh supplies for his Oyster Restaurant and Beer Hall? Heymann's 1863 storecard came in only one variety (WI 920I-1a), which the Kraft-Hartzog catalog estimates as R-6. The token is not particularly common, but this should not be allowed to mask the seminal point: if the war had cut Heymann off from his suppliers on the east coast, there would have been singularly little point in issuing tokens calling attention to oysters.[9]

Initially, one should imagine huge oyster express wagons rolling out of Maryland and struggling across the Appalachians, the horses pushed to exhaustion, then replaced with fresh teams for the next leg of the journey. Speed was of the essence because, as surprising as it might seem, the shells had already been opened. Inside the sprawling packing houses around Chesapeake Bay, it was discovered early on that if one opened the shell and then simulated the ebb and flow of the tides by repeatedly immersing the bivalve in salt water, it could be tricked into clamping its shell all the more tightly shut. This method was universally favored, but shipping varied: for relatively short journeys, the oyster might be transported on a simple bed of straw moistened with seawater. Oysters destined for the midwest, however, initially travelled in large barrels and kegs that were topped off with ice so as to prevent spoilage. These wooden containers were gradually displaced by quart-sized tin cans that were themselves stacked in neat rows inside enormous wooden crates, with the rows again separated by huge blocks of ice. Packed in this fashion, one could reasonably

expect an oyster to remain fresh for a week to ten days.

If the horse was reliable, the iron horse would prove more reliable still. By 1853 the New York & Erie Railroad, which had been chartered by the New York state legislature in 1832, had finally reached Buffalo. Advertising posters instantly began to celebrate the ready availability of Amboy oysters, which were shipped fresh in ice-cooled freight cars. The New York & Erie went into receivership in 1859, but thanks to the efforts of such fabled railroad barons as Cornelius Vanderbilt and Jay Gould, it was promptly reorganized as the Erie Railway. For decades thereafter, refrigerated express traffic in oysters would consistently generate revenue for the Erie. Its customers might well have included W.G. Fox and Rowe & Co., two of the Buffalo firms which traded in oysters. Storecards dated to 1863 tell us that Fox dealt in oysters, fruits and liquors at 195 Main Street (NY 105H), while Rowe & Co. dispensed oysters and foreign fruit next door at no. 197 (NY 1050).[10] Each merchant is represented today by five different varieties, with the token bearing reverse 1024 being especially common (1a, R-3); in both cases, however, the other four varieties are rare, ranging from R-7 to R-10.

It wasn't easy to build a rail line across the tidal flats that girdle Chesapeake Bay-- the New York, Philadelphia, and Norfolk Railroad's spur to Crisfield, Maryland was one of the nineteenth century's most formidable engineering feats-- but every new spur improved access to the great oyster packing houses, such as Crisfield's S.H. Gibson & Son, and E.W. Milligan & Son. Russell

Rulau has cataloged shucker checks, which were issued to workers for each gallon of oysters shucked, for both of these firms, as well as Baltimore's Aughinbaugh Canning Co. In 1886, this prosperous establishment had more than 500 employees, and it shipped more than 3,500,000 tins of oysters, fruits, and vegetables throughout the United States and Canada, as well as to Australia, Mexico, and South America. One begins to understand why scholars today believe that, at the height of the Gilded Age oyster craze, some 30 to 40 refrigerated oyster cars departed Baltimore alone on a daily basis.[11]

In the 1880's, however, these were not the same freight cars that had first hauled the oyster to Buffalo. Driven by the need to transport fresh oysters ever farther west, in the 1880's railroads began to introduce a specialized freight car that was dedicated exclusively to the transport of perishables. These were the first reefers; they were constructed with large ice bunkers at each end of the car, and their wooden walls were double sheathed to provide the maximum insulation. Hatches in the roof allowed the ice blocks periodically to be replaced, and as a result long icing platforms quickly became as regular a feature of rail yards as the omnipresent water or coal tower. When Cheyenne's Wyoming Weekly Leader confidently informed its readers in an issue from this period that fresh oysters would be arriving soon, the editor would have been relying on shipping information supplied by the Union Pacific, or by a local customer such as the Oyster Bay Restaurant.[12]

This is not to suggest that in the nineteenth century the railroad ever completely displaced the horse-drawn wagon. Wagons could always reach remote towns that the railroad could not or, for reasons of profitability, would not approach. This was especially true of the western mining camps, whose pretensions to loftier status were generally ignored. The Southern Pacific, for example, passed through Tucson, not Tombstone, so every gambling hall, saloon and restaurant in this legendary den of iniquity had to rely on a combination of rail and horse-drawn transport to maintain its stock of fresh oysters. These were imported from Galveston, Texas and the waters of the Pacific Northwest-- with the predictable result that, as the historian Pat Jahns so nicely puts it, "a five-course meal at the best place in town cost exactly the same as one lonely plate of oysters."[13]

(To be continued in Summer issue.)

SPECIALIZING IN MARYLAND EXONUMIA

Millard W. Hajek
Numismatist

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J. M. BOSWELL
Numistmatist

One Thing Leads To Another...

By Wallace Stone, R47

For the past five years on a loose time frame with no schedule attached I have been trying to find additional information on an Annapolis token listed in David E.Schenkman's MARYLAND MERCHANT TOKENS. The token is listed under the heading of Parole,Anne Arundel County as 700 C 5-4. The token is CAMP PAROLE PACKING CO. PAROLE,MD. Parole has since been annexed by the city of Annapolis. Now the center of past major development of shopping centers, Mall's,car dealerships and city sprawl we are all too familiar with in todays population spread,we read about this every day in our newspapers.

Trying to find out something about the Parole Packing Company led me to the Maryland Hall of Records located here in Annapolis with the hope that I might be able to uncover something about this company. After several trips back to the Hall of Records the only glimmer of hope located was a copy of the 1918 Annapolis telephone directory. There in the "Yellow Pages" was the listing ! No address, no street number, just the phone number. In those earlier days the yellow pages were not yellow as we now know them, also they were not nearly as large or geared towards advertising as todays listings.....just a name and phone number of 967 W. The listing for them was not shown in the 1920 edition. After more hours of unrewarded effort our attention span was being reduced rapidly and it was decided that I was not to be informed of the inner works or story of this packing company.....

On leaving the research room you pass by the information desk and a somewhat large series of book display units housing a variety of books,monographs,State publications,pamphlet's on a wide selection of Maryland topics. One of the small publications that was in a featured location called out to be looked at. The title, THE EASTERN SHORE'S OWN STEAMSHIP COMPANY,"The Wheeler Transportation Line of Maryland " ,by Richard J.S.Dodds has a neat pen and ink drawing of a 1880's steamship cruising through the calm waters. An inquiry at the registration desk confirmed that the pamphlet was available and for sale at their desk. A quick transaction followed.

Caleb Clark Wheeler was born November 19,1839 at Gilpin's Point, Caroline County, Maryland, where nearby Fowling Creek enters the Choptank River. To provide for himself and help support the family, Caleb at the age of 12 launched his seafaring career by working as a cook on a Choptank River schooner plying between Gilpin's Point and Baltimore.The young man advanced rapidly, and by the age of 18 was captain of the schooner JOHN NICHOLS. By the time he was 21 he was part owner. In 1862 he opened a general store at the wharf at Gilpin's Point. Most everything was bought and traded to local farmers and town-people and to sailing ships on the Choptank River. About 1870 he moved his business from Gilpin's Point to Hillsboro on the Tuckahoe River. Hillsboro and

neighboring Queen Anne in Talbot County formed the center of a fertile grain growing region and Captain Wheeler began to specialize in shipping grain. Several second hand schooners were purchased, business prospered and in 1872 he placed an order for a new boat, the two masted schooner of 76 feet to be built by R.G.W.Lambdin and W.A. Lambdin of St.Michaels, Maryland to be named C.C. WHEELER.

By the 1870's steamboats had already made major inroads on the carriage of freight and passengers. He made his first venture into steam when he purchased the wooden RALEIGH in 1877, he also chartered the steamboats CONOHO,HAMILTON,METEOR,and JOHN E.TYGERT during harvesting season when peaches and other produce were shipped to Baltimore. The RALEIGH proved unsuitable for the handling of grain,however, and was replaced by the 124 foot steamer RUGGLES in 1880 and kept in service until 1885 when she was sold. Business was looking up and in 1881 took possession of the wooden steamer MINNIE WHEELER,named after his daughter. The MINNIE WHEELER had a grain capacity of 5,500 bushels and could carry up to 96 passengers (42 first class and 54 deck passengers). Fares to,or from, Baltimore and Hillsboro were 50 cents which included a berth in the cabin, staterooms were an additional 50 cents, with meals another 50 cents. Fares for intermediate stops were less.

With business prospering, the Wheeler Line ordered yet another boat in 1884 the wooden steamboat CHESAPEAKE was built by Samuel R. Waite & Co. She was 132 feet in length with a grain capacity of 7,000 bushels as compared to the MINNIE WHEELER'S 5,500. for the next 11 years the CHESAPEAKE and MINNIE WHEELER would provide dependable passenger and freight service between Baltimore and Hillsboro and Eastern Shore points between.

In 1888 the overnight trip from Baltimore called at the following landings on the Choptank and Tuckahoe;Trappe, Clark's, Wright's, Medford's,which has been renamed and shows on charts as Choptank, Lloyd's, Dover Bridge, Kingston, McCarty's, Ganey's, Potters landing (now Williston), Reese's, Coward's, Covey's, and Wayman's Wharf. Other country landings and piers called at during various times included Todd's, Barnett's, Hog Island, Downes', Tower's, Chancellor's, Secretary and Tuckahoe Bridge.

By 1894 the Wheeler Line added a stop at Cambridge with connections for the Cambridge and Seaford Railroad and at Oxford in 1896 with connections for the Delaware and Chesepeake Railroad. Despite pressure from the competition,the Wheeler Transportation Line managed to hold its own. The fact that the company was relatively small and locally owned was an advantage, Caleb Wheeler personally knew many of the patrons and took a close interest in the affairs of the company. The steamboat line was popular with farmers in Tuckahoe Neck and with those residents of Talbot and Caroline counties within hauling distance of the landings and piers. To help compete, Wheeler offered extra services to his customers such as the loan of two bushel cotton bags for grain.

The year 1896 was undoubtedly the best year for the Company with the new boat EASTON built by Charles Reeder and Sons of Baltimore enlarging their fleet. The EASTON was the largest in their ownership, measuring 154 feet in length.

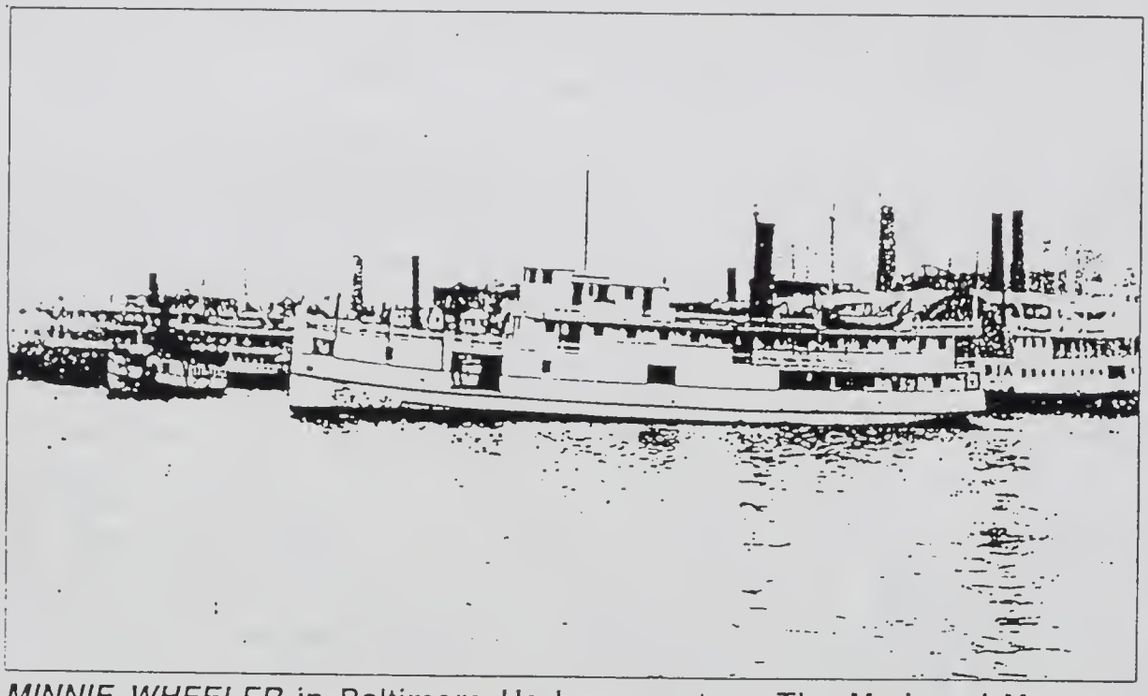
But on April 20,1899 Caleb C. Wheeler died, having been stricken by cancer,at the age of 59. With his death the affairs of the Wheeler Transportation Line were wound up by order of the court. The boats were sold to the B.C.& A Railway Company in 1901 with the various wharves and piers owned by the Company, the Minnie Wheeler was sold for her appraised value of $8,000.

What this story of past times and business done in a far less complicated era brings to mind is which tokens that are listed in our Maryland Merchant Token Book could have been used by the crew and Purser and Quartermaster at their many stops along the Eastern Shore while picking up the many and varied items of cargo headed for Baltimore. Of the listings for canners, packers, general stores and merchants on the Eastern Shore a large number of them do not have any historical information attributed as to when they were in business, went out of operation, we can only speculate. Some tokens can be identified by the token manufacturer as to a general time period. Others remain in that gray area of unknown token information. Of the tokens which are listed as known years in business and are in the area close enough to the many stops the boats made on the runs to and from Baltimore a listing follows that quite possibly could have changed hands between merchants, freight agents, the Steamboat Company and wholesalers.

CAMBRIDGE		
CHOPTANK OYSTER PRESERVING Co.....	1880's	OYSTER PACKERS
I.L.LEONARD & Co.....	1890's	" "
W.T.BARKLEY & Co.....	1890's	" "
T.MILTON BRAMBLE & Co.....	1890's"	" "
LEVIN SPRY MC NAMARA.....	1880's	" "
RIDGELY		
ALLIANCE PRESERVING Co.....	1890's	CANNERY
DAY BROTHERS Co.....	1890's	"
SAULSBURY BROTHERS.....	1890's	"
T.L.DAY,SWING & Co.....(possible)..	1900	"
DENTON		
G.T.REDDEN & Co.....	1890's	"
CORDOVA		
TALBOT PACKING & PRESERVING Co.....	1880's	"
HILLSBORO		
STEWART & JARRELL.....	1880'S	GENERAL STORE

Another side trip could be done with the numerous merchant tokens of Baltimore in this time frame, but that will have to come after more research is completed. There is certain to be other tokens on the Eastern Shore within the realm of the Wheeler Co's routes and stops that may be attributed as being used at this period. Further study will in the future supply us with more information.

This little book is available as of this writing, direct from the Chesapeake Bay Maritime Museum, P.O. Box 636, St.Michaels,Md.21663



MINNIE WHEELER in Baltimore Harbor, courtesy The Mariners' Museum, Newport News, Virginia.

A mid 1890's company check drawn on the Denton National Bank.

Early Type Appraisals

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Mar 28 MD, Towson. Coin Show. Holiday Inn, 1100 Cromwell Bridge Rd., I-695 Exit 29, A: free. T: 30, F: $45. PH: 410-252-2882. Paul E. Finck, PO Box 9222, Timonium, MD 21093.

Apr 10 MD, Annapolis. Colonial Coin Club Coin Show. West Ann. Fire Dept., 121 Jennifer Rd., A: free. T: 11, F: $35. PH: 410-268-1396. Hank Schab, 723 Melrose St., Annapolis, MD 21401.